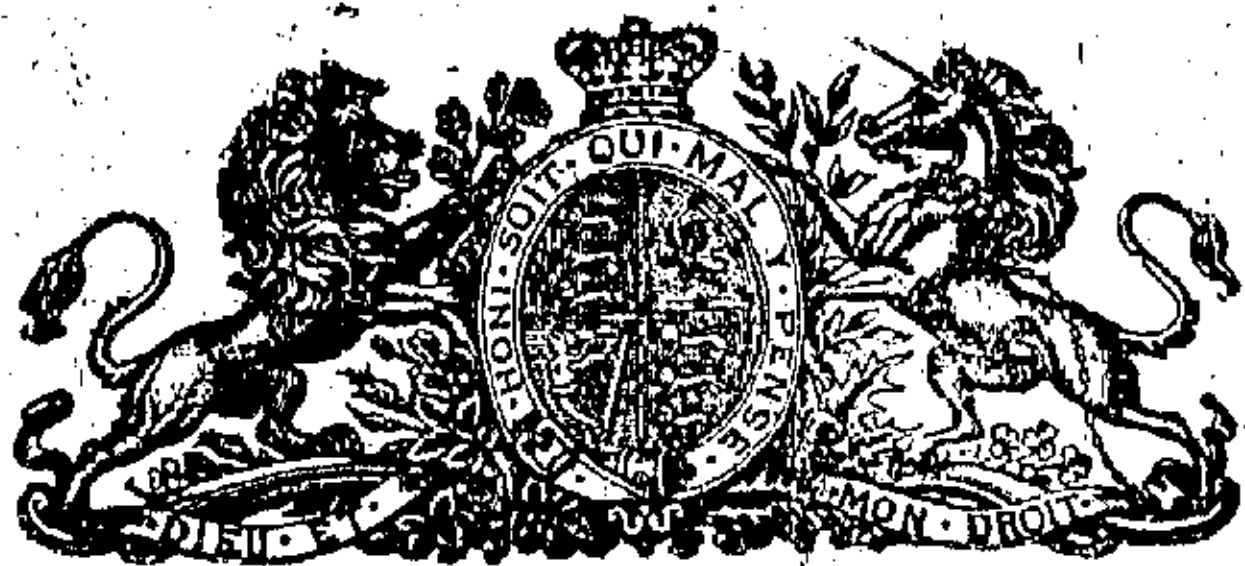


CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4029. 號七廿月五年六十七百八千一英

HONGKONG, SATURDAY, MAY 27, 1876.

日五初月五年子丙

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. AGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOTH, 121, Holborn Hill, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DEACON & Co., 160 & 164, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

CHINA:—SWANSON, QUINER & CAMPBELL, Amoy, GILES & Co., Kowloon, HENDER & Co., Shanghai, LAKE, CRAWFORD & Co., and KELLY & Co., Manila, C. HENNING & Co., Macao, L. A. DA GRAÇA.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.

BY IMPERIAL DECREE OF 25TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 80,000,000 2,200,000
RESERVE FUND, 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENT.—144, Leadenhall St., E.C.

AGENCIES.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balance, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUINÉ, Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.

Chairman.—E. R. BELLING, Esq.
Deputy Chairman.—AD. ANDRE, Esq.
J. F. CORDES, Esq. S. W. POMEROY, Esq.
H. HOPKINS, Esq. F. D. SASSOON, Esq.
A. MEYER, Esq.

CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq. Manager.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 17, 1876.

Notices of Firms.

NOTICE.

WE have authorized Mr. HUGO LUBBS to sign our Firm at Poochow per Procuration.

SIEMSEN & Co. Hongkong, May 15, 1876.

NOTICE.

I have this day authorized Mr. J. Y. Y. SHAW to sign my name per procuration.

A. MACG. HEATON. Hongkong, January 1, 1876.

NOTICE.

THE Interest and Responsibility of Mr. J. ALABOR in our Firm ceased on the 31st December last. The Business will be carried on under the style of MEYER & Co.

MEYER, ALABOR & Co. Hongkong, April 29, 1876.

Notices of Firms.

NOTICE.

WE have Established branches of our Firm at Haiphong and Hanoi. Mr. E. CONSTANTIN is authorized to sign by procuration in Tonquin.

LANDSTEIN & Co. Hongkong, December 31, 1875.

NOTICE.

THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS. E. C. RAY.

Bank Buildings, Hongkong, February 3, 1876.

NOTICE.

THE Undersigned has been appointed SURVEYOR to LLOYDS REGISTER at this Port.

R. H. CAIRNS.

1, Club Chambers, Hongkong, April 20, 1876.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

FRIDAY,

the 2nd of June, 1876, at Noon, at the Harbour Master's Office,—

The Government Steam Launch

"BLANCHE"

The Launch is very Strongly Built of Teak, with Copper Fastenings. Speed 7 miles an hour. The Boiler is nearly new, and she is fitted with fresh water Tanks and Iron Coal Bunkers.

The Launch is capable of carrying 43 Passengers when going outside the Harbour, and 61 when plying inside the Harbour. Order for inspection can be obtained by applying to the Harbour Master.

TERMS OF SALE.—Cash on the fall of the hammer, and the Launch to be at the purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer.

Hongkong, May 25, 1876.

For Sale.

FOR SALE.

DANISH BEER from the TUBORG FABRIK.

LANE, CRAWFORD & Co. Hongkong, May 15, 1876.

NOTICE.

TUDOR COMPANY.

ON and after this Date, the Retail Price of our NATURAL ICE will be ONE CENT per Pound.

JOHN F. HORGAN, Agent.

Tudor Ice House, Hongkong, May 4, 1876.

TAKASIMA COLLIERY.

JARDINE, MATHESON & Co., Agents.

FOR SALE, Large Takasima Coal, at \$8 per ton, ex Godown. Small Takasima Coal, \$9 per ton, ex Godown.

Apply to T. G. GLOVER.

No. 7, Queen's Road, and at East Point, Hongkong, May 15, 1876.

Intimations.

TEN DOLLARS REWARD.

Lost or Stolen.

(On the 23rd Instant.)

A SMALL Black and White PEKING PUG (Female), answers to the name of "JOSE." Any Person giving information that will lead to her recovery will receive the above Reward.

G. B. EMORY.

Hongkong, May 25, 1876.

NOTICE.

D. R. STOUT will be absent after MONDAY, the 29th of May, for a few weeks. Upon his Return he purposes Resuming the Scale of his Charges Twenty-five per cent.

Hongkong, May 23, 1876.

FURNITURE WAREHOUSE.

A. H. KING & Co. beg to inform the Public that their "Furniture Show Rooms" are now in Zealand Street, No. 2, opening into Queen's Road, next to the Comptoir d'Escompte de Paris, where they have all descriptions of ELEGANT and ENGLISH-MADE FURNITURE, necessary for completely furnishing a Gentleman's Residence.

Also, CHINESE and JAPANESE CURIOUS, FINEST EBONY CARVED TABLES and CHAIRS of every kind may be had on reasonable Terms.

Hongkong, May 11, 1876.

Intimations.

THE MEDICAL HALL,

37, Queen's Road, Hongkong.

ESTABLISHED 1853.

TH. KOFFER, Proprietor.

Hongkong, April 28, 1876.

HONGKONG.

Chs. J. GAUPP & Co.,

WATCHMAKERS & JEWELLERS,

38, Queen's Road,

NAUTICAL INSTRUMENTS,

CHRONOMETERS,

&c., &c., &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876.

AH YON,

SHIPS' COMPRADORE AND STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

IN CONSEQUENCE OF THE REDUC-

TION OF THE PRICE OF THE

"SHANGHAI COURIER AND CHINA GAZETTE,"

IT WILL BE THE

CHEAPEST DAILY PAPER IN CHINA

and as a large

INCREASE OF CIRCULATION

MAY BE CONFIDENTLY ANTICIPATED, THE

ADVANTAGE TO

ADVERTISERS

IS OBVIOUS.

K. KRUPP'S CAST STEEL WORKS,

Essen (Germany.)

Sole Agent for China,

F. PHIL,

HONGKONG, SHANGHAI, COLOGNE

(Germany.)

AFONG,

PHOTOGRAPHER,

by appointment, to

H. E. SIR ARTHUR KENNEDY,

GOVERNOR OF HONGKONG;

and to

H. I. H. THE GRAND DUKE ALEXIS

OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB,

HAS on hand the Largest and Best collection of Views, &c., of Amoy, Fuzhou and all the different Chinese Ports.

Also, A large assortment of Photographic Albums, Frames, Writing Cases, Desks and many other ornamental and useful articles too numerous to mention.

Hongkong, May 15, 1876.

LOONG SHING & Co.,

DEALERS IN ANCIENT

CHINESE CURIOSITIES

AND

HOUSEHOLD FURNITURE,

No. 34, Wellington Street,

HONGKONG.

NOTICE.

P. & O. S. N. COMPANY.

THE "HINDUSTAN" leaving here with the Mails of the 20th inst., and subsequent Mail Steamers, until further notice, will proceed direct to Southampton.

A. MEYER, Superintendent.

Hongkong, May 8, 1876.

Shipping.

Steamers.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship

"MENZIEH,"

Captain PASQUINI, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

G. DE CHAMPEAUX, Acting Agent.

Hongkong, May 26, 1876.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship

"ANADYR,"

Captain DE BUTLER, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX, Acting Agent.

Hongkong, May 26, 1876.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUZ CANAL.

The Company's Steamship

"ANTENOR,"

will be despatched on the 28th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, May 25, 1876.

FOR MANILA.

The Steamship

"ESMERALDA,"

Captain THEAUV, will be despatched as above on

MONDAY, the 29th instant, at 3 p.m.

For Freight or Passage, apply to

A. MACG. HEATON.

Hongkong, May 25, 1876.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship

"NAMO,"

Captain WESTON, will be despatched for the above

Ports on TUESDAY, the 30th instant, at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAURIE & Co.

Hongkong, May 25, 1876.

FOR SINGAPORE AND PENANG.

The Steamship

"CHEOPS,"

Captain DRYDEN, will be despatched for the above Ports on

TUESDAY, the 30th instant, at 4 p.m.

For Freight or Passage, apply to

AH YON.

Hongkong, May 25, 1876.

STEAM TO YOKOHAMA.

The P. & O. S. N. Co.'s S.S.

"BOMBAY,"

will leave for the above place a few hours after the arrival

of the *Teheran*, with the next English Mail, instead of the *Sunda* which was previously circulated.

A. MEYER, Superintendent.

Hongkong, May 23, 1876.

CASTLE LINE OF STEAMERS.

FOR SHANGHAI.

The Steamship

"GORDON CASTLE,"

expected here on or about the 22nd instant, will have immediate dispatch for the above Port.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, May 20, 1876.

Sailing Vessels.

FOR SINGAPORE AND MAURITIUS.

The A 1 German Bark

"WOODAN,"

Captain MEYER, will have immediate dispatch as above.

For Freight or Passage, apply to

MEYER & Co.

Hongkong, May 23, 1876.

FOR LONDON.

The A 1 British Clipper Bark

"BRITISH CROWN,"

W. ANDREWS, Master, having the greater part of her Cargo engaged, will have quick dispatch as above.

For Freight, apply to

MEYER & Co.

Hongkong, May 11, 1876.

FOR FOOCHOW (DIRECT.)

The British Ship

"THERMOPYLE,"

will be despatched for the above Port on or about the

21st instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, May 25, 1876.

FOR MANILA.

The Spanish Brig

"SAN LORENZO,"

Pico, Master, will have quick dispatch as above.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, May 25, 1876.

FOR LONDON.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco, the Yokohama, on THURSDAY, the 1st June, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai. Freight will be received on Board until 4 p.m. of 31st Instant. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required. Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates. For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY, Agent.

Hongkong, May 1, 1876. jel



STEAM FOR SINGAPORE, PENANG, PORT OF GALLI, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON AND LONDON; BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship LOMBARDY, Captain GILSON, with Her Majesty's Mail, Passengers, Specie, and Cargo, will leave this for the above places, on SATURDAY, the 3rd June, at Noon. CARGO will be received on board until 5 p.m.; SPECIE and PARCELS at the Office until 2 p.m. on the 2nd June. For particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A written declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents with the Bills of Lading, or with Parcels; and the Company do not hold themselves responsible for any detention or prejudice which may happen from incorrectness on such declaration. Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

THE P. & O. S. N. Co. reserve the option of forwarding all Goods shipped by their Steamers for Europe through Egypt, either by Rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

A. McIVER, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, May 22, 1876. je3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "ALASKA" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 15th June, 1876, at 3 p.m., taking Passengers and Freight, for Japan, the United States, and Europe. Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in China, Central and South America, and to New York and Europe via OVERLAND RAILWAYS. A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama. At New York, Passengers have selection of various lines of Steamers to England, France and Germany. Freight will be received on board until 4 p.m. 14th Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required. For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, Agent.

Hongkong, May 26, 1876. jel6

WANTED TO PURCHASE.

CHINA REVIEW. Complete Set of Vol. I. Six Dollars will be paid for the above. Nos. 1 and 2, Vol. I. No. 1, (2 copies) and No. 2, (1 copy) Vol. II. One Dollar will be given for each of the above Nos. Apply to the Publishers, CHINA MAIL OFFICE.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, \$800,000 TAELS.

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, until further notice, provide out of the earnings, first for an interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash, ALL the Profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., Agents.

Hongkong, July 9, 1872.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on buildings or on Goods stored therein, on a scale in Malacca, on Goods on board vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Insurances will be received, and transmitted to the Directors or their decision. If required, protection will be granted on first class Lives up to \$1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co. Agents Hongkong & Canton.

Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE, Secretary.

Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

Hongkong, July 26, 1872.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYMPHANT & Co., General Agents.

Hongkong, April 17, 1873.

YANGTSE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co., Agents.

Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates. A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 3, 1876.

Insurances.

THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL, £100,000.

THE Underigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & Co.

Hongkong, September 6, 1875. jyl

THE SCOTTISH IMPERIAL INSURANCE CO.

THE Underigned having been appointed Agent, in Hongkong, for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premiums for Life Insurance in China.

Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MAO G. HEATON.

Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1800.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong, for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOERS & Co., Agents, Royal Insurance Company.

For Sale.

JUST RECEIVED.

Ex French Mail Steamer "MEL-KONG."

YELLOW CHARTREUSE, (pints and quarts).

Extra fine SALAD OIL, from (Bessede, Marseilles).

Imperial PRUNES, in Glass Jars.

Sicilian NUTS.

JAMS, JELLIES & FRUITS, assorted.

Fine French SAUSAGES, in 1 lb. tins.

Assorted PASTE for SOUP.

French CANTAS, assorted, Nos. 1 to 5.

French NAVY SOAP.

Marseilles SAUSAGE, { Quite Fresh.

Lyon SAUSAGE, {

MESS PORK in barrels of 100 lbs., or by retail.

CHAMPAGNE VINEYARD PRO.

PRIESTORS' BRANDY.

BISQUIT Dubouché BRANDY.

St. Emilion Dinner CLARET.

Haut St. Emilion, WHITE WINE.

ANGHOVIES, in oil.

Superior CLARET, bottled by the Under-

signal, \$2 per doz.

TUNNY FISH, in oil.

Superior WHITE VINEGAR.

TAPIOCA.

JULIENNE SOUP, in 1 lb. tin.

TRUFFLES.

MACARONI & VERMICELLI.

French extra fine TOBACCO.

Just Landed Ex S. S. "A.V.A."

PEPPERMINT, quarts and pints.

BENEDICTINE, quarts and pints.

Raspberries extra fine LIQUOR.

French Smoked HAMS.

Solomon BEANS.

VANILLA.

CLARET from Bordeaux.

" " " " Marseilles.

To Suit Purchasers.

Raspail's GENUINE LIQUOR from Paris.

Fine White BREAD, in loaves and rolls, manufactured from the finest California Flour, and in the Parisian fashion.

F. VINCENT.

French Bakery, No. 2, Peel Street.

Hongkong, May 3, 1876. jel3

FOR SALE.

200 Cases CLARET from BORDEAUX.

Apply to LANDSTEIN & Co.

Hongkong, March 10, 1876.

FOR SALE.

1 VERY Handsome PHAETON.

1 Set Double HARNESS, nearly new.

1 Set Single HARNESS.

Apply to L. MALLORY,

No. 2, St. John's Place.

Hongkong, April 19, 1876.

NOW READY.

FIENG-SHUI, or, THE RITUALS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. RITZEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND PRACTICE. Religion, in three Lectures. By Dr. E. J. RITZEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs. Laidy, Oswald & Co.

Hongkong, July 31, 1876.

For Sale.

SAYLE & Co.

WE beg to call special attention to our Show-room and Ladies' Outfitting Department.

We are offering a fine assortment of Japanese Silks, which will wear well, at 65 cents per yard, worth \$1.

Summer Dresses:—

Satin Striped Poplins.

Figured Poplins.

Fancy and Plain Grenadines.

Black and Fancy Gauzes.

Fancy Silks. Black Silks.

Niagara Striped Muslins.

White Brilliantes.

A lot of Lace Goods at less than half price.

Made-up Wrappers and Costumes.

Embroidered Skirts.

Ladies' and Children's Under-clothing.

Straw Hats and Bonnets.

Feathers and Flowers.

Ladies' and Children's Hosiery.

Our Dressmaking Department is under the supervision of a Court Dressmaker.

Our Millinery Department is under the supervision of a West End Milliner.

SAYLE & Co.

VICTORIA EXCHANGE,

Queen's Road & Stanley Street.

DUO DE MONTEBELLO CARTE BLANCHE CHAMPAGNE.

Quarts, \$15 per case (1 dozen.)

Pints, \$16 " " " "

5 per cent. discount on 25 cases.

Bourbon WHISKY.

\$12 per case (1 dozen.)

For Sale by HEARD & Co.

Hongkong, June 22, 1875. tl.

NOTICE.

THE Underigned, having been for 18 years in this port as Ship's Comptroller and Stevedore, has always on hand

FOR SALE.

First Class Tea Ballast, at 55 cents per ton. Second " " " " " "

Blue Stone Ballast, " " " "

Stone Ballast, " " " "

Coolies for discharge " " " "

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Intimations.

NOTICE.

WITH a view to the Immediate Reduction of the Large and Valuable STOCK of JEWELLERY, WATCHES, and CLOCKS, SILVER and ELECTRO-PLATED WARE, NAUTICAL INSTRUMENTS, MUSICAL BOXES, &c., &c., &c., OF THE LATE Mr. G. B. FALCONER, the Administratrix to the Estate has resolved that it shall be placed at the disposal of Purchasers at Prices CONSIDERABLY UNDER THE ORIGINAL COST.

The Stock, which is well known to be the Largest and most Complete in the East, or out of London, has been all selected from London and other Manufacturers of the highest eminence for quality, exquisite finish, and artistic designs, so that probably no such opportunity can present itself again to buyers of selecting from a Stock so Magnificent with such inducements.

The Stock will be open for Inspection at the Greatly Reduced Prices on and after MONDAY, the 22nd Instant.

G. FALCONER & Co.
Queen's Road, Hongkong,
May 19, 1876.

COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of DOCKING any size VESSELS frequenting this Port, and executing any REPAIRS required.

A large quantity of SPARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, 465 Feet.
Breadth do., 92
Depth of Water, Springs, 24
do., do., Neap, 21

The following Rates will be charged until further notice:—

Re-ropping, including Dockage, Shoring, Labor, Felt, Pitch, Tar and Oakum, 80 cents per sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 80 cents per Ton Gross Register.

For further particulars, apply to
W. B. SPRAIT & Co.,
9, Praya East,
Hongkong, April 20, 1876.

THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manila, China, Japan, California, &c., &c.

ADAMSON, BELL & Co.
Hongkong, March 24, 1876.

Note.—By the Company's Articles of Association it is provided that, after payment to the shareholders of a dividend of 10 per cent. per annum, one fourth of the residue of profits will be rateably divided amongst those Insurers out of whose business profits have been made during the year.

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Undersigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.

ADAMSON, BELL & Co.
Hongkong, March 24, 1876.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.
Taking Cargo & Passengers at through rates for HANKOW, NINGPO & PORTS IN JAPAN.

The Company's Steamship "DEUCLALON" will be despatched on or about the 2nd prox.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, May 27, 1876.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship "GLAUCUS" will be despatched on or about the 7th prox.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, May 27, 1876.

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O.S. CO.'S S. S. ATAT, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 1st Inst. for shipment per S. S. Devotion.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, May 27, 1876.

To-day's Advertisements.

FOR BANGKOK.

The Steamship "MADAGASCAR," J. TREN, Master, will be despatched for the above Port on MONDAY, the 29th Instant, at Noon.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents,
Hongkong, May 27, 1876.

NOTICE.

MR. T. O. S. JENKINS is authorized to sign the name of our House at Foonchow.

HEARD & Co.
Hongkong, May 27, 1876.

NOTICE.

I HAVE this day Re-entered upon possession of the EAST POINT FOUNDRY at Bowington, in accordance with the terms of Lease of 20th February, 1871.

GRANVILLE SHARP.
Bank Buildings,
Hongkong, May 27, 1876.

TO BE LET.

THE EAST POINT FOUNDRY, together with the Forges, fixed Machinery, Steam Engines, &c., &c., lately in the use and occupation of SAMUEL EASTON, deceased.

SHARP & Co.,
Land and Estate Agents.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALMA, German barque, Capt. Lehmeier, Melchers & Co.
LIZZY, British barque, Captain John Inokay, Broadbear, Anthony & Co.
IPHIGENIA, German barque, Captain Matzen, Wm. Pustau & Co.
MARGARITA, British ship, Capt. Owens, Vogel, Klages & Co.
HOPE, British barque, Captain Boulton, Gibb, Livingston & Co.
COMET, American ship, Captain William K. Bray.
BELVEDERE, British ship, Captain J. Branthwaite.
WODAN, German barque, Capt. Meyer, Wm. Pustau & Co.
VINDEX, British barque, Captain John Parkhouse.
RUSCON, British barque, Capt. Tinnam, Arnold, Harberg & Co.
ZOROYA, British barque, Captain Geo. Scarlett, Gilman & Co.
TAUNTON, British ship, Captain James Clark.
JOACHIM CHRISTIAN, German barque, Captain H. O. Reimer, Wm. Pustau & Co.
WILLARD MUDGETT, American barque, Captain J. B. Dickey, Jardine, Matheson & Co.
AUGUST, German brig, Captain P. Riss, Eduard Schellhaas & Co.

Charters Effected.

The following settlements have been effected since last Circular was published:—

British ship Commissary, 900, hence to London, private.
German bark Alma, 938, Manila to New York, private.
German bark Anna, 852, Manila to New York, private.
Brit. bark Otago, 346, Manila to London or to Port on the Continent, private.
German bark Wodan, 439, hence to Mauritius (via Singapore), 2850 in full.
American bark Wealthy Pendleton, 800, hence to San Francisco, private.
American bark Willard Mudgett, 875, hence to Honolulu, private.
British bark Prince Arthur, 290, Foonchow to Adelaide, Sydney or Melbourne, 11,000 in full.
British ship Taunton, 688, hence to Tournon and back, \$3,500 in full, 55 lay days.
German bark Caroline Behn, 673, hence to Tournon and back, \$3,500 in full, 50 lay days.
German bark Deutschland, 269, hence to Haiphong and back, \$1,600 in full, 30 lay days.
British bark Mount Lebanon, 530, Whampoa to Tientsin (Timor), and Newchwang to Hongkong via Chefoo, \$6,000 in full, 50 lay days.
German bark Vesta, 802, Whampoa to Tientsin and back to Hongkong via Newchwang, 50 cents per picul, 35 lay days.
German bark Faugh Ballough, 259, Bangkok to Hongkong, (inside the Bar) 51 cents per picul, (outside the Bar) 20 cents per picul, 25 lay days.
German bark Ferdinand, 416, Bangkok to Hongkong, (inside the Bar) 51 cents per picul, (outside the Bar) 20 cents per picul, 35 lay days.

SHIPPING.

ARRIVALS.

May 26, Crested Ware, British barque, 245, Renoult, Newcastle (N.S.W.) March 30, Coals.—DOUGLAS L. PRAIR & Co.
May 27, Yung Ching, from Canton.
May 27, Antenor, Brit. str. 1844, Jones, Shanghai May 23, General.—BUTTERFIELD & SWIRE.
May 27, Numa, British steamer, 852, G. T. Westoby, Foonchow May 24, Amoy 25, and Swatow 28, Tea.—DOUGLAS L. PRAIR & Co.
May 27, Riga, British steamer, 821, J. M. Clarke, Saigon May 22, Bico.—OAGSA.
May 27, Danube, British str. 681, A. Clanchey, Bangkok May 18, Rice.—YUN FAT HOK.
May 27, Yungtze, British steamer, 753, Schultze, Shanghai May 23, General.—SIEMSEN & Co.
May 27, Estepont, British steamer, 676, Hubbuck, Swatow May 23, General.—BUTTERFIELD & SWIRE.
May 27, Nautilla, British barque, 243, O. Blocky, Newchwang May 14, Beans.—EDWARD SCHILLHAAS & Co.

DEPARTURES.

May 28, Scotia, for Newchwang.
27, Hieronymus, for Swatow.
27, Chantai Queen, for London.
27, Hastings, for Oahu.
27, Pernambuco, for Saigon.
27, Amoy, for Shanghai.
27, Kara, for Shanghai.
27, Loris, for Yokohama.
27, Vancouver, for Foonchow.
27, Otago, for Guam.
27, Yungtze, for Canton.

CLEARED.

Ajax, for Shanghai.
Norma, for Swatow.
Yung Ching, for Foonchow and Shanghai.
Antenor, for London.
Margarita, for San Francisco.
Young Siam, for Bangkok.

PASSENGERS.

ARRIVED.
Per Antenor, from Shanghai for London, Capt. and Mrs. Ponting and Mr. N. Tatter, sell. For Hongkong, 3 Europeans deck and 9 Chinese.
Per Numa, Capt. Ashton, Messrs Scott, Allohin and Swart, and 12 Chinese.
Per Riga, from Saigon, 10 Chinese.
Per Danube from Bangkok, Mr. de Ousta, and 57 Chinese.
Per Yungtze, 1 European deck and 34 Chinese.
Per Estepont, 41 Chinese for Hongkong, and 83 for Saigon.

DISPARTED.

Per Ava, for Singapore, Mr. Sward. For Marseilles, Miss M. G. Houtter, Mrs. J. Deville, Mrs. Byrne and child, Mr. and Mrs. Coppin, Messrs. Bugar, Rev. Mr. Tracey, M. Nair, S. B. Ross, W. Kelly, Oehlmann, R. Hale, G. C. Russell, and Master Castel.
Per Pernambuco, for Saigon, 5 Chinese.
Per Amoy, for Shanghai, Messrs Bremner and Enville.
To DEPART.
Per Norma, for Swatow, 200 Chinese.
Per Margarita, for San Francisco, one cabin and 77 Chinese.
Per Yungtze, for Shanghai, 50 Chinese.

SHIPPING REPORTS.

The British barque Crested Ware reports: Light winds and calm throughout the passage.
The British steamer Antenor reports: Light winds and fine weather throughout.
The British steamer Numa reports: From Foonchow to Amoy had light E.N.E. winds and fine weather. In Foonchow, Straits, Europa, Braemar Castle, Genfina and Peking. From Amoy to Swatow moderate W.N.W. breeze and fine weather. In Amoy—Straits, Hailong, Esmeralda and Fikoo. From Swatow to port, moderate N.E. winds and fine weather. In Swatow—Straits, Adria, Hochung, Douglas and Kitepona.
The British steamer Riga reports: Fine weather until yesterday, when experienced heavy squalls from the N.E., with heavy sea and much rain.
The British steamer Yungtze reports: Had southerly winds as far as Fisher Island, through the Formosa Channel fresh N.E. winds and fine weather, after passing Swatow and Amoy. On the 26th at 1 a.m. passed a steamer bound North supposed to be the Chinkiang, and on the same day at 5 p.m. passed a Chinese off the Lamooka, and a S. S. Olympia bound in to Swatow.
The British steamer Estepont reports: Fine weather throughout the passage.

CARGO.

Per S. S. Ajax, for Continent, 354 bales Silk, 24 bales Waste Silk, 12 cases Silks, 300 boxes Tea, and 410 boxes Sundries. For London, 33 bales Silk, 10 bales Pongees, 16 cases Silks, 48 bales Tobacco, 70 boxes Essential Oil, 78 boxes Rhubarb, 13,398 boxes Tea, 281 half-chests Tea, 279 cases Sundries, 2 cases Treasure (Gold Tls. 49,800), and 5 cases Treasure (Gold \$96,900).

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—
FOR SHANGHAI.—
Per YUNG CHING, at 9 a.m. To-morrow, the 28th Inst.
Per AJAX, at 9 a.m. To-morrow, the 28th Inst., instead of as previously notified.
FOR SINGAPORE, SUEZ & LONDON.—
Per ANTECOR, at 9 a.m. To-morrow, the 28th Inst., instead of as previously notified.
FOR SAIGON.—
Per PENEDO, at 9 a.m. To-morrow, the 28th Inst.
Per ASIA, at 1.30 p.m., on Monday, the 29th Inst.
FOR SWATOW.—
Per NORDA, at 7.30 a.m., on Monday, the 29th Inst.
FOR BANGKOK.—
Per MADAGASCAR, at 11.30 a.m., on Monday, the 29th Inst.

FOR MANILA.—

Per ESMERALDA, at 2.30 p.m., on Monday, the 29th Inst.

FOR SINGAPORE AND PENANG.—

Per CHEOPS, at 3.30 p.m., on Tuesday, the 30th Inst.

FOR HAINAN (via CANTON).—

Per H. L. M. S. SHEN CHI, at 5 p.m. on Tuesday, the 30th Inst.

FOR HOIHOW & HAIPHONG.—

Per WASHI, at 5 p.m., on Tuesday, the 30th Inst.

MAILS BY THE FRANKER PACKET.—

The French Contract Packet AMAZON will be despatched on SATURDAY, the 10th June, with Mails to and through the United Kingdom and Europe, via Mauritius to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suva, and Alexandria.
Letters may also be forwarded to India by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked "Paid to Galle only" they will go on from Galle as unpaid.
The following will be the hours of closing the Mails, &c.:—
Friday, 6th June.
5 p.m. Money Order Office closes. Post Office closes except the Night Box, which remains open all night.
Saturday, 10th June.
7 a.m. Post Office opens for sale of stamps, Registry of Letters, and Posting of all correspondence.
10 a.m. Registry of Letters closes.
11 a.m. Post Office closes except for late Letters.
11.10 a.m. Letters (but Letters only) addressed to the United Kingdom, &c., may be posted on payment of a Late Fee of 15 cents extra postage until.
11.30 a.m. when the Post Office closes entirely.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, May 27, 1876.

General Memoranda.

TUESDAY, May 30.—
10 a.m.—Norma leaves for Swatow, Amoy and Foonchow.
4 p.m.—Cheops leaves for Singapore and Penang.
Goods per Gordon Castle undelivered after this date subject to rent.

WEDNESDAY, May 31.—
Thermopyla leaves for Foonchow (direct) on or about this date.
Goods per Loris undelivered after this date subject to rent.
Shipping Orders regarding Optional Cargo ex Ajax for shipment per Devotion must be obtained from the Agents not later than this date.

THURSDAY, June 1.—
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer Oceanic leaves for Yokohama and San Francisco.
9 p.m.—Meeting of Zetland Lodge.

FRIDAY, June 2.—
Noon.—Sale of Steam Launch Blanche at Harbour Master's Office.
Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.
Devotion leaves for Shanghai on or about this date.

SATURDAY, June 3.—
Noon.—English Mail leaves for Ports of Call and Europe.
Goods per Kara undelivered after this date subject to rent.

MONDAY, June 5.—
Goods per Ajax undelivered after this date subject to rent.

WEDNESDAY, June 7.—
Glauco leaves for London on or about this date.

THURSDAY, June 15.—
3 p.m.—American Mail leaves for Yokohama and San Francisco.

SATURDAY, Sept. 30.—
Claims against the Estate of Dang Jang, Leong Alok, John Dodd Smith, Ah Fong, James Freeman, Tong Quang, Hung Chiew Sz Ki, and Felipe A. de Souza, deceased, must be proved on or before this date.

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES.—

ST. JOHN'S CATHEDRAL.—The Right Reverend Bishop Burdon; The Rev. R. Hayward Kidd, Colonial Chaplain. On the First and Third Sundays in each Month.—At 11 a.m., Morning Prayer, Sermon and Celebration of the Holy Communion. On the Second and Fourth Sundays in each Month (and Fifth, if any).—Morning Prayer, Litany and Sermon. On all Sundays.—At 6 p.m., Evening Prayer and Sermon. On Wednesdays, at 5.30 p.m., Evening Prayer (shortened form), and exposition of Scripture. On all Holy Days.—At 8 a.m., celebration of the Holy Communion.

Military Service.—Rev. W. H. Baynes M.A.—At 8 a.m., Morning Prayer and Litany alternately, Sermon and Celebration of Holy Communion every Sunday. Union Church.—Minister, Rev. James Lamont. Morning Service, at 11 a.m. Afternoon, 6 p.m.

ST. PETER'S SEAMEN'S CHURCH.—Rev. W. H. Baynes, M.A. Service at 5 p.m. every Sunday. All seats free. Morning Prayer and Communion on the First Sunday in each month at 11 a.m.

ST. STEPHEN'S MISSION CHURCH.—Rev. A. B. Hutchinson, and Rev. Lo San Yuen. (All Services in Chinese.)—Morning Prayer—Litany, Ante-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

Shipping.

Antenor leaves for London.

MEMOS. FOR MONDAY.

Shipping.

Noon.—Madagascar leaves for Bangkok.

3 p.m.—Esmeralda leaves for Manila.

Goods per Glenfold undelivered after this date subject to rent.

TO ADVERTISERS.

The attention of Advertisers is respectfully drawn to the fact that a copy of the China Mail has for some time past been placed on board of every Steamer and Sailing Vessel on arrival in this Harbour. Facilities which have recently been placed within the reach of Captains and Officers of Ships have resulted in a material increase to the Subscription List of the Mail amongst the shipping in port; and as special arrangements have been made to increase the usefulness of the Shipping List in the Bay, these advantages will be at once apparent to Advertisers.

Orders may be sent to
GEO. MURRAY BAIN,
China Mail Office.

The publication of this issue commenced at 7.30 a.m.

BIRTH.

On the 27th May, at "The Diocesan Home and Orphanage," the Wife of Mr. W. M. B. ARTHUR, of a Son.

THE CHINA MAIL.

HONGKONG, SATURDAY, MAY 27, 1876.

THAT "Heaven-sent barrier against enemies" the Woosung Bar, seems to be a great and constant trouble to the people of the Model Settlement. It will be remembered that, in August last, a couple of Dutch engineers in the employ of the Japanese Government spent their holiday at Shanghai in examining the Bar for the purpose of preparing a report on it. Great expectations were formed by our northern friends of this report, and some disappointment was probably felt when a lengthened letter, dated the 28th February, arrived from the engineers, stating that their report being in Dutch, and there being great difficulty

in finding a translator possessed of the technical knowledge necessary to give an exact reproduction of its meaning, its translation would be a work of time, but that it would be forwarded as early as possible. Judging from the sketch forwarded with this communication, the report would appear to be rather a formidable affair. The documents are divided into four main heads, the first of which is subdivided into nine separate treatises. There is also a box of "bored matter" to accompany the report. So far, so good, but a correspondent of the North China Daily News enquires how it is the report has not been translated by this time and forwarded to its destination. No doubt, the difficulties of translating from the Dutch language are great, still, seeing that the survey was made about nine months ago, sufficient time has apparently elapsed both for preparing the report and getting it translated. The correspondent concludes his remarks in the following somewhat ominous language: "May I, without being considered captious, venture to suggest that, if Messrs. Escher and de Rijke had spent their holiday in other work than calling on Consuls, and had produced a report worth rendering into English, it would have appeared long before this. At all events, it is time we should know something of the Dutch Engineers and their 'Survey' of the Woosung Bar." After public expectation at Shanghai has been raised to such a pitch in this matter, it is to be hoped that these forebodings will not prove well founded. For our own part we think something will come of Messrs. Escher and de Rijke's labour after all. Dutchmen are proverbially slow, and perhaps their labours are all the more valuable on that account. It is quite possible that they may not have been able to get their report satisfactorily translated in this part of the world, and if it has to be sent any considerable distance, a delay of a few months in its reaching Shanghai is not a matter of much surprise.

A PARAGRAPH in the N. C. D. News of the 23rd instant tends to confirm the remarks we made a few days ago in these columns respecting the state of our relations with the Government at Peking. Our contemporary says that the rumour gains ground of an unsatisfactory termination to the Yunnan enquiry, and that affairs at Peking are, in consequence, very uneasy. Whether the Chinese have failed to satisfy the English Government on any point, or what that point may be, the News is not aware, but it is glad to believe that our Government is perfectly in earnest and various indications show that it is quite prepared for any contingency. It has been stated, we think in the Shanghai Courier, that the investigations into the Margary outrage were almost completed when the Mission reached Yunnan-fu, and it struck us at the time we saw this remark, that if it were true, there was a strong possibility of the circumstance not quite agreeing with the objects and intentions of the English Government in despatching Mr. Grosvenor and his companions on such a long and hazardous journey. As we have before stated the Mission was despatched for the express purpose of being present at the investigations, and of absolutely seeing that justice was done in the matter. The Government, or its representative at Peking, may have, and no doubt did consider that the passage of the Mission, under direct Chinese protection, through the country for such a purpose, would do much to create respect for British power, and as a concession only wrung from the Chinese Government by the fear of the consequences of a refusal would make some amends for the outrage; but still, the ruling idea in sending forward the Mission was to afford a guarantee to the British Government and people that the guilty parties were punished, and that according to their deserts; and if the trials were concluded on the arrival of the party at Yunnan-fu, it is very difficult, considering the Chinese character, to see that this idea has been carried out in a manner at all satisfactory. In the face, then, of this assertion in the Courier the possibility does arise that Sir Thomas Wade is not satisfied with the results of the perilous travelling of the members of the Mission, and may be pressing the Peking Government with some further demands. At the present moment Sir Thomas Wade has a formidable fleet at his back to support any demands he may wish to bring forward, and putting aside the possibility of his having demands to make arising out of an unsatisfactory result of the Yunnan Mission, there are existing questions of great importance that it is most desirable should be settled, and Sir Thomas no doubt considers the present the most favorable time for pressing them upon the Chinese Government; hence these alarms.

THE SPIRIT OF THE MORNING PRESS.

The Press says that new proofs are constantly being afforded of the desirability of the formal annexation of Etruria. The recent little war there cost us a goodly sum of money, and the only prospect of recouping this outlay and preventing troubles in future, is by incorporating the little strip of territory in the British possessions, and placing it under the government of the Straits Settlements. The resources of the province stand little chance of development until the British Government decides on retaining the prize which has fallen legitimately into its hands.—The Press also again refers to the Literary Chancellor of Szechuen.

THE HONGKONG NATIVE PRESS.

The Chinese Mail issues no paper this morning.

The Chung Ngot San Po comments on the eye-service of the Chinese officials. The moment the Viceroy of Nanking goes on his tour of inspection, all the smoking dens revive with full vigour. If in Soochow such a state of things is possible, what may not be done in the more distant parts of his dominion?

The Universal Circulating Herald has no issue this morning.

LOCAL AND GENERAL.

The Peddar's Wharf Riot Case will be tried on Monday, at 10 a.m., and we are requested to state that Jurors will have to attend.

The maximum temperature at the Peak during the week ending 26th May, as recorded in to-day's Government Gazette, was 76.5. At the Harbour Master's office, the temperature ranged from 84.5 to 68.5. During the week 2.13 inches of rain fell.

A NUMBER of private residents and others will give an entertainment, consisting of readings, singing and instrumental music, at the Sailors' Home, on Tuesday next, at 9 p.m. It is gratifying to observe those efforts being made to amuse the sailors on shore, and we trust that they one and all may be successful.

We notice from an advertisement in to-day's Government Gazette that a petition has been filed in the Offices of the Colonial Secretary asking for letters patent for "improvements in the treatment and purification of sugar and saccharine matters and in the apparatus employed therein," and that the 5th of June has been fixed for the purpose of considering the petition in Executive Council.

It appears that at the private performance given some time since by the Amateur Dramatic Club in aid of local charities, in the City Hall Theatre, the amount of subscriptions amounted to the very respectable sum of \$84. After all the expenses had been defrayed, the net sum of \$400.14 remained for disposal; and this amount, we understand, been equally divided between "The Diocesan Home and Orphanage" and "Aile de la Sainte Enfance." Such a result cannot but be satisfactory to all concerned, those who took an active part in the movement, as well as the supporters and well-wishers of the institutions which have been thus aided in their good work.

THE LOSS OF THE "KWANTUNG."

It is with sincere pleasure that we are able to announce the complete exoneration of Captain Frank Ashton and his officers from blame in connection with the wreck of his steamer, a Naval Court held at the British Consulate, Foonchow, having come to this conclusion after a mature consideration of the evidence obtained by a careful examination of the witnesses. The reputation of a young Captain who is fast rising in public estimation is thus saved from a stigma, which would have been the more serious had it happened at the beginning of what we hope will be a long and successful career.

The News of the 22nd gives a confirmation of our previous paragraph regarding the tea steamers, as follows:—"The tea steamer Hankow, passed Woosung at 3.15 p.m., on Saturday, being about thirty-five miles behind the Glenarney. The Glenarney down the river she touched the ground 24 miles below Kikiang, but floated again without sustaining any injury whatever. It is said that the Hankow crew afford to give the Glenarney twenty-four hours in steaming time, and if so, the race between them promises to be most keen and interesting, as the Glenarney will have to coal at Singapore, while her rival runs through to Port Said."

The following is the order of Service of St. John's Cathedral, Hongkong, Sunday after Ascension, 28th May, 1876:—

Morning Prayer and Sermon at 11.—Reader, The Colonial Chaplain; Preacher, The Colonial Chaplain; First Lesson, Deuteronomy, xxxi; Second Lesson, Job, xi, to verse 17; Venite, No. 5, Mercer; Te Deum, No. 2, Mercer; Benedicite, No. 16, Mercer; First Hymn, "Hail the day that sees Him rise," No. 206, Mercer; Second Hymn, "Where high the heavenly temple stands," No. 214, Mercer.

Evening Prayer and Sermon at 6.—Reader, The Colonial Chaplain; Preacher, The Colonial Chaplain; First Lesson, Deuteronomy, xxxiv; Second Lesson, Hebrews, iii, 7 to iv, 14; Psalm, No. 152 and 153, Monk; Cantate Domino, No. 134, Monk; Deus Misereatur, No. 55, Monk; Anthem, "The Church's own Foundation," No. 49 in Anthem Book; Hymn after Sermon, "At even are the Sun was set," No. 49 in Anthem Book.

Messrs. HEDIN & Co.'s Foonchow Weekly Shipping Report, dated 20th May, 1876, gives:—

Arrivals during the Week.—May 12, Europe, from Shanghai; 14, Douglas, from Hongkong.

Departures during the Week.—May 13, Madane Demores, for Shanghai; 14, Yesso, for Hongkong; 16, Europa, for England; for Shanghai, Albert Victor, for Tientsin; 17, Douglas, for Hongkong.

Shipping in Port.—Yang Woo, Lapwing, Tolana.

INQUESTS.

An Inquest was held this afternoon (27th) at the Government Civil Hospital by Mr. James Russell, Coroner, with Messrs C. Danenberg, J. F. Nazer and Otto Kees, on the body of a young Chinese woman named Chai Pik To.

The Coroner said this was a case of a woman aged 21 years, and residing at No. 11 Kwai Wah Lane, who was supposed to have died of poison. She was the concubine of Wan Hui Sheung. The peculiarity of this case was that, this was the same man who had a concubine who died of poison about the 8th Moon last year, and the Court would have, therefore, to go into the case fully.

The first witness called was P. C. No. 10, Wm. Baker, who proved the finding of the body of the deceased in the house in question. Witness was on Charge Room duty, and was sent down by Sergeant O'Connor to bring the body to the hospital. He found traces of fluid of a light red colour at the corners of her mouth and on the front of her dress. The deceased was quite dead then. This was about 2 a.m.

Dr. Wharry, M.D., Superintendent of the Civil Hospital, stated that he had made a post mortem examination of the deceased this morning. There were marks of contusions and bruises about the mouth, and there was a bruise on the gum of the lower lip. There was no bruise on the outside. There were one or two abrasions on the surface of the temple. (The witness spoke so inaudibly that much of his evidence was not heard though only at a few feet distance. He was understood, however, to say that the deceased died of opium. The external marks of bruises could not have been caused by the woman taking poison herself.)

Wan Hui Sheung, the husband of the deceased, was called in to have the evidence of the doctor read over to him. He accounted for the bruises about the mouth, by the fact that a brass instrument had been inserted into her mouth in order to open it and administer an emetic.

This witness was then declared and examined closely as to his previous life—when he married, and how often he had married. He could not account why the deceased took poison; she and his wife lived very comfortably. About a fortnight ago, the deceased told witness that she had a dream in which she dreamt that a female had a bowl of opium and said "take it, it is very sweet." She took it and vomited. This awoke her, and she related the dream to witness the next morning. With a told her to get some joss-sticks, and worship at the door, believing that the evil spirit had got hold of her. She said "I don't believe in an evil-spirit, the evil-spirit might as well worship me." So she did not make the offerings. The deceased did not complain of anything yesterday morning when witness left for his shop. She appeared in her usual health and spirits. He attributed the deceased taking opium to the influence of the evil spirits. He could not say where she got the opium from.

Soong Ashu, the head district watchman of No. 4 District, was called. He knew nothing of the case beyond the fact of its being reported to him. He had made inquiries but failed to elicit any information.

Yuen An, a female servant in the house, was next examined. She did not know where the deceased got the opium from. She could not account why she took opium. She lived peacefully with all in the house.

The inquest was then adjourned till Wednesday next at 3.30 p.m. at the Magistrate's for further enquiries.

FOOCHOW.

An occasional correspondent writing from Fochow says:—

On the 8th May instant, a native servant to a foreigner at the Pagoda missed a leg of mutton from the room, where he practised his culinary art. Suspecting that it had been stolen by some light-fingered gentleman and disposed of at some of those shops which supply the shipping with provisions, he went to the Kwong Sing Tai ship Company's shop with the view of searching for it, or failing thereof to buy another leg for his master's table. He took the precaution to enter through the back door and discovered a rather large number of legs and shoulders of mutton hanging on pegs. He scrutinized them and fancied that he could recognise among them the identical one that had been stolen from him. He at once returned to the house and persuaded his master to accompany him to the shop to claim what he thought to be his property. The shopkeeper disputed his claim and refused to accede to his demand for its return. Both master and servant, being unable to substantiate their claim, then retired; but shortly afterwards some petty officers attached to a small guard-station at the Arsenal went to the shop in question and created a disturbance, charging the people with robbing stolen goods. Whether these officers acted on their own sense of duty or were moved by the complaint of the cook, I cannot say. But, in any case, words appeared to have been passed between them and those in the shop; from words the disputants got to blows, and a scuffle ensued between the two parties, in which the latter came off victors, having knocked down one of the petty officials and injured him. The former then hastened back to the station and reported the matter to the Wei-yuen in charge. Several soldiers belonging to the Arsenal were then despatched to the scene, when they arrested three of the shop-keepers, who were then brought to the Wei-yuen's little Yamen. There they were kept in the stocks for one night, and were the next day transmitted to the District Magistrate for trial on a charge of cutting and wounding and of receiving stolen property. The tables were, however, soon turned, and the Wei-yuen was suspended and deprived of his office, for indiscreetly despatching the soldiers of the Arsenal without proper authority, having been first obtained. The Wei-yuen had a narrow escape of losing his button as well.

On the same day more than ten houses situated in Men-an-Po street, outside the South Gate, tumbled down, burying underneath them more than one hundred persons. The down-fall was supposed to have been caused by the recent excessive rains which had probably ruined the foundations. As to the exact number that were killed, I cannot tell, but I believe they do not exceed thirty. In my next, I will give you an account of the habits and customs of the people here.

Police Intelligence.

(Before the Hon. C. May.)

27th May, 1876.

CUTTING TREES.

Chun Ahing, a coolie, was charged by P. C. Ball Singh, No. 626, with the above offence. He was discovered cutting grass on the hills at Aberdeen. In doing so the defendant cut the shambles produced in Court. Fined \$2, in default 14 days' hard labour. The Constable was awarded \$2 for the arrest.

DUNK.

James McGuigan, fireman British steamer *Candia*, was fined 60 cents and to pay 10 cents chair-hire for being drunk in the street.

UNLAWFUL POSSESSION.

Lai Ayow, a hawker, was observed by P. C. 24, Fraser, through a binocular glass at Hoongham Station, to carry two heavy baskets into a passage boat, and on examination, they were found to contain 13 ounces of old copper, nails, rivets and sheet copper. Fined 60s, in default six weeks' hard labour.

CHAIR-HIRE.

Ike Brown, a seaman unemployed, engaged a chair to carry him about from place to place, and at the termination of the hire, he refused to pay for the same, being drunk at the time. The defendant, while admitting that he was drunk, said he had been robbed of some money, and he suspected the chair-coolies. It was, however, his own fault that he was robbed. Fined 60 cents and to pay 60 cents chair-hire.

STAGGLERS.

Charles Frost and Robert Nevins, spamen U. S. S. *Yantic*, were arrested for being stagglers, and were ordered on board their ship.

ALLEGED ASSAULT.

Mr A. Stevenson, Paymaster U. S. S. *Yantic*, was summoned by John Brown, late bill collector, Hongkong Hotel, for an assault, and the case was adjourned to this day on account of the complainant having to appear at the Supreme Court on the 23rd inst. When the case came on to-day, the complainant begged to withdraw the summons. Application granted.

There was a counter summons against the complainant by the manager of the Hongkong Hotel for an assault. But this summons was also withdrawn.

ATTEMPT TO COMMIT SUICIDE.

Ngai Mi Yuk, an inmate of a brothel, was charged with attempting to poison himself with opium. Inspector Whitehead had her removed to the hospital, where she recovered. Remanded till the 2nd June, the defendant expressing her sorrow for what she had done.

CORRESPONDENCE.

AN ACKNOWLEDGMENT.

To the Editor of the "CHINA MAIL,"

Hongkong, May 27, 1876.

Sir—I, Francis Ashton, late Master of S.S. *Kwongtung*, deem it a duty to state publicly the gratitude felt by myself and officers for the kindness shown to us by Mr. Green, head light-keeper of the Oakesau light-house, and also by his assistants Messrs Luther and Rutland, when the S.S. *Kwongtung* was lost on the above mentioned Island. I regret that a Round Robin was not made out by the passengers of the ill-fated ship before they left the light-house in which they found a refuge in their necessity, in order that they might have expressed their gratitude for the kindness shown them.

It was only by great inconvenience that they were put up; you may imagine it when I tell you that upwards of sixty persons were housed in a house built to accommodate only three.

Trusting that you will find space in your valuable columns for the above, I am, your obedient servant,

F. ASHTON.

Signed by the following Officers:—F. R. GOODE, Chief Officer; F. D. GODDARD, 2nd Officer; Wm. CLARE, Chief Engineer; Wm. STEEL, 3rd Engineer.

China.

SHANGHAI.

(N. O. D. News.)

On the morning of the 22nd instant, a merchant seaman, much the worse for drink, was seen on the Bund, endeavouring to make a bargain with a sampan coolie to take him on board. The coolie declined, believing, as is supposed, that the man had no money, or that his condition rendered it unsafe to take him on the river. The man thereupon plunged into the water, with the evident intention of swimming to his ship. But after a few strokes he thought better of it, turned round, and swam to the shore again. There a Municipal Police Sergeant received him, and finding he was almost unable to walk, took him to the Central Police Station, where, after being properly attended to, he was placed in a cell to slumber off his debauch.

About two o'clock, on the morning of the 22nd instant, an alarm of fire was given from the French Central Police Station, which was shortly repeated from the English side, and telegraphed as was thought to Hongkong; but the repeated working of the instrument eliciting no response, a messenger was sent to the Hongkong Station on foot, which led to the discovery that, owing to some defect in the instruments or wires, the messages had not been received. The bell was, however, set going, and continued ringing the usual time, arousing everybody from their slumbers; but in a few minutes after the first alarm was given, a French policeman arrived at the English Central Police Station, with the information that the fire was of no extent, and had been quickly extinguished. This intelligence could not be despatched to Hongkong otherwise than by messenger again, but by this time the Fire Brigades, and Hooka and Ladders, with their apparatus, were all on their way to the supposed scene of action, only to find that they had been needlessly turned out—which would have been prevented but for the defect in the telegraphic apparatus. The English and French brigades also mustered, and got ready for action, but of course knew that their services were not required, and therefore returned home, almost before the Hongkong bell began to ring. The energy displayed on all sides of the corps highly commendable; but it has

been suggested that a daily evening test of the wires, without ringing the bells, might in future prevent much needless alarm and trouble of the kind indicated.

The German barque *Diamond*, (Captain Ashmann), put into Shanghai on 21st for repairs. She left Shanghai on the 7th inst. with a general cargo for Chefoo, and on the 11th experienced a S.W. gale, after a dead calm for about half an hour, another gale arose from the N. and N.E., gradually increasing to a typhoon of four hours' duration. The barque laboured heavily, and shipped heavy seas. The main lower topsail and foremast were completely torn away. For the following six days fine weather was enjoyed, but on the 17th, a third gale set in from the N.E. When the wind was blowing hardest, a junk collided with the barque carrying away the jibboom, smashing the bowsprit, and starting some planks in her bow causing her to leak. Two of the masts of the junk fell over the bow of the barque, but strange to say, in a short time they became disentangled and the junk sailed away, leaving behind one of her crew who had in his fright climbed on the barque for safety. The barque made water rapidly, and it was only by the constant working of the pumps that the crew were able to cope with it. Favourable weather with fine weather, they were able to run her to Shanghai, where they arrived about 4 o'clock yesterday afternoon (21st). The junk is said to be entirely to blame for the collision, and though little is now known as to her ownership, it is expected something definite will be obtained from the man left behind, who, needless to say, is closely watched by the crew of the barque.

KWEI-CHOW.

Kwei-yang Fuh, 22nd April, 1876. The weather has been delightful for the past few days, and the newly graduated bachelors, or *Sui-tais*, are having a fine time to promenade themselves, calling on their friends and relations, to thank them for presents and congratulations.

The *Ti-tai*, Chang Wun-teh, has returned, having, it is said, perfectly succeeded in stamping out the rebellion which threatened to become so formidable.

News from Chung-king, yesterday, is to the effect that a persecution has commenced against the Christians of that city. Four converts were killed, many wounded, in that part of the city called Kiang-pek which lies across the creek, and more than one hundred houses destroyed. This had been expected for some time, owing to a circular sent around by the High-Tai, Chang Tse-tung, calling on the people to exterminate foreigners and their proselytes, or something to that effect. Should the Christians be compelled to raise a mass the Government will have to brace itself up for the occasion, as the converts number about 300,000 of the most enlightened people of Sze-chuan.

Here in Kwei-chow everything is quiet, excepting at Tu Shan-chow, on the borders of Kwang-si, where the magistrate has had the stupidity to issue a proclamation forbidding members of the Shueh-kiao from meeting or praying! General Meany has succeeded in obtaining what he thinks to be a new species of Hooded Pheasant. —Correspondent Shanghai Courier.

TIENTSIN.

A correspondent sends some further particulars about the recent fire in Tientsin, from which it appears that the loss was less serious than at first supposed:—

On Sunday, 14th instant, about 11 a.m., a fire broke out in the rear buildings of the old Shui-Yuh Miao, a temple situated just inside the South Gate of the City. This temple is the head-quarters of a mandarin named Liu Han-fan, who is in charge of the Ordnance department of the Viceroy here, and who also has workshops for making carriages for the British, and for repairs, in fact, quite an Arsenal. In the rear of the temple, (and part of it) were three buildings (medium size) used as store houses for shot, shell, muskets, and ammunition of almost every description. And only a few days before, over 2,000 rockets and more than 500,000 cartridges had been removed to a magazine in another part of the city, and also all the loaded shell. Had it not been for this fortunate circumstance, the loss of property would have been immense, and many lives endangered. About 150,000 cartridges for the small bore Gatling Guns were lost, and several cases of Fuses. The wood work of six Gatling Guns was badly burned, and a few good rifles, but beyond this the loss is confined to Field Tents (common cotton cloth) of which there was a large quantity, a lot of old muskets, and a great quantity of old material of no great value, among which was old tarred rope, oakum tarred and oiled paper, and oiled cloth. The origin of the fire is unknown, but as no fire is even used or allowed in or near these store houses, it must have been "combustion spontaneous." This is all the more reasonable, as the heat had been for days, 92 to 96 in the shade, the winds high and almost suffocating, and no rain for months. The entire loss is estimated less than £15,000.

Monday night the long-looked-for and much-prayed-for rain came, and everything and everybody looks happy. —N. O. D. News.

YUNNAN.

(N. O. D. News.)

The rumour gains ground of an untimely termination to the Yunnan enquiry, and that our relations at Peking are, in consequence, very uneasy. Whether the Chinese have failed to satisfy the English Government on any point, or what that point may be, we are not aware; but we are glad to believe that the latter is perfectly in earnest; and various indications show that it is quite well prepared for any contingency.

According to intelligence received from India, Mr. Grosvenor and his party had reached Kai-fu, in Yunnan, on the 12th April, which was about 16 days after their departure from the Capital of the province. This was as nearly as possible the same time that was occupied by Mr. Margary on his journey between the two places, or a little quicker. The party were expected to reach Manwayne, the last stage before reaching the Burmese frontier, about the 12th May, and the British escort was to leave Bhamo on the 3rd May, for the purpose of effecting its junction with the party.

Japan.

(Nagasaki Express.)

A Naval Court was held at the British Consulate, Nagasaki, on April 20th and 21st, to investigate the circumstances attending the wreck of the British Ship "Liberator" on April 14th, 1876. The

James Wilson Vandervord, late master of the British Ship *Liberator*, deposed:—On the 1st day of April, at 1 a.m., the ship struck on a reef, on the S.W. end of the Great Loochoo Island. After using every exertion in trying to get the ship off, she became a total wreck on the 4th April, when I and the crew abandoned the ship and went on shore in the ship's boats, and received the greatest kindness from the natives, who provided us with houses and everything we were in need of, during the seven days we remained on the island; we finding ourselves in provisions which we saved from the wreck. They sent us in a Japanese Steamer to Nagasaki without charging us any passage money; while on our passage, each and all of them behaved to us with the greatest of kindness.

After the case had been thoroughly investigated, and the crew examined, the Court was of opinion that the ship was lost by the Master not making sufficient allowance for current, and through a succession of rough thick weather, but exonerate him from any neglect, and consider that he used all the means in his power to save the ship and cargo after she grounded. They also considered the mate, William F. Siroe, was guilty of neglect in not taking more care to preserve the ship's log, for which he was censured. The master's certificate was returned.

On Sunday, April 30th, between three and four o'clock in the afternoon, this Settlement was thrown into a state of considerable excitement by the news spreading that a fight had taken place in the native town, near Oura, between two seamen named Nicolas Geromino, aged 38, and Andres Rimon, aged 26, recently discharged from the British Barque *Serpent*. From what we can make out it appears that they had quarrelled, and from words got to blows, at length Rimon got possession of a dangerous weapon in the shape of a rake with four prongs about five inches in length, with which he struck Geromino over the head, one of the prongs entering the head to the extent of about three inches. The wounded man was immediately conveyed to the hospital, where he expired about 24 hours afterwards, being quite unconscious from the time he received the blow until his death. Rimon attempted to make his escape, but was arrested, near the Catholic Church, by order of the British Consul, and imprisoned.

We are afraid that the time for ship passengers and freights will soon be numbered with the past. By Shanghai papers we see the *Columbia* has been chartered for Swatow, and will not return to Japan. This is ominous, and looks as if the P. & O. Co. were about to retire from the competition and leave the Mitsui Bishi monopoly, at least temporarily. It is reported on very good authority that the French Messageries Maritimes Co. will start an opposition, that Nagasaki will be its Head Quarters, that its steamers instead of going up Shanghai River will discharge and receive cargo at Wusung, but we doubt the correctness of the latter, at least until the completion of the Wusung Tramway. An Agent has already been appointed in Nagasaki.

THE P. & O. AND MITSU BISHI COMPANIES.

A correspondent of the *Japan Gazette* writes from Nagasaki as follows:—

Sir,—What is there to write about? There is at least this. To tell that the establishment of the Yokohama and Shanghai line by the P. & O. Co.'s steamers is a boon for which all foreigners ought to be thankful, and which all should support. Probably, as I myself was not aware of the circumstances under which the line has been commenced by the Company, others of your readers may be equally ignorant.

I have only the information of officers connected with the company for my authority, but I entirely believe in the bona fides of my informants. It is, I fancy, a prevalent opinion in Yedo and Yokohama, that the company, having several old boats they wish to dispose of, put them on the route, to oppose the Mitsui Bishi Company, and force them to purchase them. I am told that this is far from being the case. The agent in Yokohama (he will pardon me if I am in error) reported to the directors the desirability of occupying this line, representing that at the low fares, so many Japanese were induced to travel, that there was ample traffic for both companies to prosper. Of course the Japanese travel in such numbers only between Japanese ports; very few are conveyed between Nagasaki and Shanghai. But when there are 600 or 700 of these steerage passengers, even at the low fare of one dollar between Yokohama and Kobe, it makes a good appearance in the accounts of the voyage, and justifies the recommendation. The government, as is well known, have put an obstacle in the way of Japanese travelling by any foreign steamer; and effectually have they fixed this obstacle, that it is a wonder to see any Japanese surmount it. Not only is every delay and obstruction placed in the way of the would-be travellers by the *yakuza* who have to register them, receive the capitulation tax, and grant the permit, in Yedo and Yokohama, but I am assured that persons hailing from the interior must get the permits through the officials of their own provinces, who require it in most cases an impossibility to obtain them in time, and so they are compelled to go by the native company's boats. Fair competition is the very soul of commerce; and I am the last to desire anything but success to the Mitsui Bishi Company. I am also quite disposed to make every allowance for the government in its wish to protect the Japanese company. Whether the tax imposed be in opposition to the spirit of the Treaties or not I am not anxious to enquire. But I do assert that if the choice is nominally given to the Japanese to decide for themselves whether they will go by their own boats without any tax, or by foreign steamers paying a certain mite, every facility ought to be given to those who prefer the latter to set upon their preference. If I mistake not, the agent of the P. & O. Company is willing to pay the tax for such passengers as avail themselves of the company's ships; but that is useless, for the reason stated above.

At present there are but two steamers belonging to the P. & O. Company, on the line—the *Orion* and the *Columbia*. Both are fine vessels, and with fair play are likely to be able to hold their own. I believe that the first voyage of the boat in whose cabin I am writing—the *Columbia*—was so far successful that the account showed a small balance on the right side. This, however, was principally from cargo from this port, Nagasaki to Shanghai. This voyage, we are filling up with coal, lumber, and a small quantity of general cargo, and at Kobe we got a considerable quantity of copper. I am happy to

that the freight alone may suffice to keep up the line; for it must be evident to all that the low freights induced by the competition enable a large business to be done, which would otherwise be impracticable. The P. & O. Co. are acting on a wise and business-like principle. The passenger fares are kept at a rate that will fairly remunerate the Company; and through the Mitsui Bishi alters its day of sailing in the weeks when the P. & O. run, to that advertised by the latter, and carries passengers at abnormally cheap rates, the English company accepts such passengers as are willing to pay a fair price for good fare. There is no return ticket to be had from the P. & O., but the Mitsui Bishi charge less for a return ticket than the other does for a single passage. This is a bait to many; but let any one consider the difference between travelling comfortably with Europeans without any crowding, and occupying a saloon with sixty or seventy Japanese—very many of whom are absolutely ignorant of Western manners and customs: and some of whom, as I am assured by persons who have repeatedly travelled by the Mitsui Bishi boats, have hardly so much as seen foreigners before. Anything more comfortable than the passage so long as that Japanese crowd is on board can hardly be imagined; and I believe I am doing no more than justice to the P. & O. Co. as well as to travelling foreigners, in calling attention to these facts. The four boats that are most likely to be kept on the line between Shanghai and Yokohama, if the P. & O. Company are properly supported, are the *Orion*, the *Columbia*, the *Elora* and the *Serpent*. There is one great advantage on this line—viz., the cheapness of Takahima coal. It is equally good for steam purposes, and can be put on board at 87 a ton. I am surprised that the P. & O. Co. use anything else in their keels, considering the excellence of the quality of the Takahima coal and the high price that is paid for all imported coal.

But enough of this. I did not and do not wish to unduly laud the P. & O. Company at the expense of the Mitsui Bishi; but I believe that foreigners will do well to support the foreign company—first because they will get much more comfort for their money; and secondly because it will keep the second line open, to the great advantage of commerce generally.

THE PAKNAM TELEGRAPH.

The following from the "Teacher of the Engineer students" to the Editor of the *Advertiser* corrects a mistake of last week's issue and gives full information regarding the Paknam Telegraph. Professor A. says:—"I have just received your issue of the 27th inst. with its friendly notice of the workers on the Paknam Telegraph. Permit me to say that on the recommendation of His Excellency Chow Phyah Surawongse Way within the laying out this line and mapping of the country it passes through was entrusted to me and my pupils, the Engineers of His Majesty's Guard, a company of students numbering 54. The construction of the line as far as Samrong was committed to my able friend P. Mahasongkram, and with him Mr. Davidson the Telegraph Engineer commenced to work, but Mr. Davidson finding that he was required to examine the Route to Tavoy, taught Nai Mong the master blocksmith of the Engineers the art of making joints; and thus more of the work fell to the Engineers than was at first intended. A very good thing for them, as they may now set up for telegraph constructors. The first section of the work was rapidly completed, but I fell ill, and the hot weather came on and in hot weather it is impossible to do a good day's work. We are now working in a province under the control of His Excellency the Foreign Minister, who has local officials to clear the course and erect the posts. An old road which for many years has been buried in jungle has been opened out and most of the posts are in position."

FROM ANOTHER SOURCE.

Capt. Loftus and Mr. Davidson have returned from surveying the route for the line of telegraph from Bangkok to Tavoy. The line from Bangkok to Paknam is nearly ready for operation, and we may soon expect to receive lightning messages notifying us of the arrival and departure of vessels, and giving such news as will be of interest to the native and foreign community. It is hoped that the line to connect Bangkok with Penang and Tavoy will be constructed without delay and give us direct telegraphic communication with all the world.—*Siam Advertiser*.

PUTTING DOWN THE WINDOWS.

This is a season of the year when a man may expect to be suddenly called at any moment in the night to get up and put down the windows. On the advent of a thunder shower it is rarely that a man wakes first. If he should, he keeps quiet, so as not to disturb his wife, and avails himself of the first lull to go to sleep again. How differently a woman acts—oh, so differently! Just as soon as she wakes up and hears it raining, she seems to lose all judgment at once. She plants both of her feet in her husband's back, at the same time catching him by the hair and shaking his head, and hysterically screams "Get up! get up! quick! It's pouring down in torrents, and all the windows are up!" It is almost waste of time under such circumstances with an immediately clear conception of the case; in fact it frequently happens that he is away on the floor before his eyes are fairly open, having but one idea really at work, and that as to what he is doing out of bed. The first thing to do is to strike a light, and while he is moving round for the matches, and swearing that some one has broken into the house and moved them from where he laid them on going to bed (which is always plausible enough) she hurls after him the following tones—"Do hurry! Mercy, how the rain is coming right into those windows! we won't have a carpet left if you don't move faster. What on earth are you doing all this time? Can't find the matches? Mercy, you ain't going to stumble round here looking for matches, are you, when the water is drowning us out? Go without a light. What a man you are! I might have better got up in the first place. Well! (departing) let the things go to ruin if you are a mind to. I've said all I'm going to, so don't care if the whole house goes to smash. You always would have your own way, and I suppose you always will, and now you can do as you please; but don't you dare to open your mouth to me about it when the rain's done. I've talked and talked till I'm tired to death, and I shan't talk any more. We never could keep anything decent, and we never can! so to that's the end of it. (A very brief pause.) John Henry, are you or are you not going to shut down those windows?" Just then he finds the matches, and breaks the discourse by striking a

light. He was bound to have that help before he moved out of the room. He has got the lamp lighted now. No sooner does its glare fill the room than he immediately blows it out again for obvious reasons. He had forgotten the windows were open and the brevity of his night-shirt. It almost causes him to shiver when he thinks of his narrow escape. He moves out into the other room with celerity now. He knows pretty well the direction to go, and when a flash of lightning comes it shows him on the verge of falling over a stool or across the centre-table. If there is a rocking-chair in the house he will strike it. A rocking-chair is much surer in its aim than a streak of lightning. It never misses, and it never kills a man in but one spot, and that is just at the base of his shin. We have fallen against more than 800 rockers of all patterns and prices, and always received the first blow in the one place. We have been with dying people, and have heard them affirm in the solemn hush of that last hour, that a rocking chair always hits a man on the shin first. And when a man gets up in the dead of night to shut down windows he never misses the rocking chair. It is the rear end of one of the rockers which catches him. It is a dreadful agony. But he rarely cries out. He knows his audience too well. A woman never falls over a rocking chair, and she never will understand why a man does. But she can tell whether he has, by the way he puts down the windows when he finally reaches them. A rocking-chair window (if we may be allowed the term) can be heard three times as far as any other.—*Danbury News*.

Quotations.

HONGKONG, May 27, 1876.
OPUM.—New Fama, cash... 585
" Old Fama, cash... 587
" New Benares, cash... 576
" Old Benares, cash... 577
" New Malwa, cash... 578
" Old Malwa, cash... 581
" Allowance Tael, 24 s 88
" Old Malwa, cash... 580
" Allowance Tael, 24 s 86

CAMPHOR...
QUICKSILVER...
SALTPETRE...

Exchange.

Bank, 6 months' sight... 8/10 1/2
Credit, 6 months' sight... 8/11 1/2
On Calcutta, Bank demand... 8/23 1/2
" Bombay demand... 8/23 1/2
" Shanghai demand... 7/24
" Shanghai, 30 days' sight... 7/24
" Bar Silver, 27, dwt. 2...
" Specie...
" Mexican... 8 s 6
" Gold... 26.15
" English Sovereigns... 5.12
" Australian Sovereigns...
" Discount... 7 s 9

Shares.

Hongkong Bank, 2% prem.
A. K. Fire Ins. Co., \$530
China Fire Ins. Co., \$155
I. K. & W. Dock Co., 35% dls.
China Trading Ins. Co., \$1090
Union Ins. Society of Canton, \$650
Chinese Insurance Co., \$312
North China Ins. Co., \$15, ex div.
J. & J. Marine Ins. Co., \$14, ex return.
Gauze Ins. Association, \$1.60
Union S. Navigation Co., \$14
H. K. & M. S. Boat Co., 11 dls.
Shanghai Steam N. Co., 7 1/2 dls.
Hongkong Hotel Co., \$45 dls.
Chinese Imperial Loan, \$119

Temperatures.

HONGKONG, May 27, 1876.
(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)
THERMOMETER—9 A.M.,... 78.4
Do 1 P.M.,... 80
Do Maximum, 80
Do Minimum, 73
BAROMETER—9 A.M.,... 29.990
Do 1 P.M.,... 29.954

Shipping Intelligence.

HOME SHIPPING.

The following is taken from the latest London Papers:—

DEPARTURES.
Jan. 10, Echo, from London to Hongkong.
Jan. 13, Antipodes, from Cardiff to Hongkong.
Jan. 17, Alex. McNeil, from Cardiff to Hongkong.
Jan. 17, Oward, from Liverpool to Hongkong.
Jan. 19, Sophie, from Cardiff to Hongkong.
Jan. 20, Forward Ho, from London to Yokohama, &c.
Jan. 31, Lord Macaulay, from Newport to Hongkong.
Feb. 1, Neorhus (str.), from Cardiff to Hongkong.
Feb. 2, Evelyn, from London to Hongkong.
Feb. 4, Undine, from London to Shanghai.
Feb. 6, Paul Marie, from London to Shanghai.
Feb. 6, Scotia, from London to Hongkong.
Feb. 8, Kilmor, from London to Hongkong.
Feb. 29, Susanna, from Hamburg to Shanghai.
March 2, Mary L. Stone, from Cardiff to Hongkong.
March 2, F. J. Carleton, from New York to Shanghai.
March 14, Moonlight, from Lewes to Shanghai.
March 16, Min, from London to Hongkong.
March 17, Ada, from London to Yokohama.
March 18, Benefactor, from New York to Hongkong.
March 19, Hans, from Hamburg to Shanghai.
March 20, Gustav and Marie, from Hamburg to Hongkong.
March 21, Moss Glen, from London to Hongkong.
March 21, Marianna, from Havre to Saigon.
March 21, Julie, from Havre to Saigon.
March 21, Boogley, from Boston to Hanoi via Hongkong.
March 23, Othman, from Cardiff to Hongkong.
March 23, Oregon, from Cardiff to Hongkong.
March 31, Sophie C., from Marseilles to Saigon.
LOADING FOR CHINA AND JAPAN.
At London.—Steamers via Suez Canal.
Tartar.
Sailing Vessel.
Cashmere, Persia.
Lothair, Wyo.
F. S. Thompson, England.
Hallowell, Melk.
Lucia, At Liverpool.
P. H. (str.)

out deriving any benefit at all
taking two bottles of your valuable
was quite restored to my usual
health. Please give this publicity
benefit of those who may thus be
—I am, Sir, yours truly, HENRY
—To the Proprietors of NORBON
MILK FINE. — au 31/76

Licensed Bearers (each).		
Hour,	...	10 cents
Half day,	...	35 cents
Day,	...	50 cents

